

Chapter 4: ON-ROAD HEAVY-DUTY VEHICLES

This chapter describes the minimum criteria and requirements for Carl Moyer Memorial Air Quality Standards Attainment Program (Carl Moyer Program) on-road heavy-duty vehicle projects, excluding Fleet Modernization and On-Road Voucher Incentive Program (On-Road VIP) projects (see Chapter 5 and the On-Road VIP Guidelines for more information about these programs). Local air quality management or air pollution control districts may set more stringent requirements based upon local priorities.

A. Projects Eligible for Funding

The Air Resources Board (ARB) has adopted many fleet rules that affect on-road heavy-duty diesel-fueled vehicles (see Section E of this chapter). There are limited funding opportunities for vehicles subject to these rules and regulations.

Table 4-1
Summary of On-Road Heavy-Duty Funding Opportunities

Vehicle Type	Subject to ARB Fleet Rule	Moyer Funding Opportunities ¹
Urban Buses	Fleet Rule for Transit Agencies ²	Very limited opportunity
Transit Fleet Vehicles		
Solid Waste Collection Vehicles, excluding transfer trucks	Solid Waste Collection Vehicle Regulation ³	Very limited opportunities for oxides of nitrogen (NOx)
Transport Refrigeration Units (TRU)	TRU Air Toxic Control Measure (ATCM) ⁴	Very limited opportunity
Auxiliary Power Units (APU)	Idling ATCM ⁵	Very limited opportunity; zero emission projects only
Municipal Vehicles and Utility Vehicles	Fleet Rule for Public Agencies and Utilities ⁶	Low-population counties – some opportunity through 2017 High-population counties – very limited opportunity
Drayage Trucks	Drayage Truck Regulation ⁷	Very limited opportunity
Most other On-Road Heavy-Duty Vehicles	Statewide Truck & Bus Regulation ⁸	Limited opportunity for fleets of 10 or fewer vehicles

¹ Limited opportunities means a fleet's compliance status with ARB regulation must be determined.

Contact air district Carl Moyer Program staff or consult fleet rule Carl Moyer Implementation Charts at: <http://www.arb.ca.gov/msprog/moyer/guidelines/supplemental-docs.htm> in addition to these guidelines.

² Fleet Rule for Transit Agencies: <http://www.arb.ca.gov/msprog/bus/bus.htm>

³ Solid Waste Collection Vehicle Regulation: <http://www.arb.ca.gov/msprog/SWCV/SWCV.htm>

⁴ TRU Air Toxic Control Measure (ATCM): <http://www.arb.ca.gov/regact/trude03/fro1.doc>

⁵ Idling ATCM: <http://www.arb.ca.gov/regact/hdidle/frorev.pdf>

⁶ Fleet Rule for Public Agencies and Utilities: <http://www.arb.ca.gov/msprog/publicfleets/publicfleets.htm>

⁷ Drayage Truck Regulation: <http://www.arb.ca.gov/msprog/onroad/porttruck/porttruck.htm>

⁸ Statewide Truck & Bus Regulation: <http://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm>

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D. Project Criteria

The minimum qualifications for on-road heavy-duty vehicles are listed below. All projects must also conform to the requirements in Chapter 2: General Criteria and in Chapter 3: Program Administration. Participating air districts retain the authority to impose additional requirements in order to address local concerns.

1. General On-Road Heavy-Duty Vehicle Project Criteria

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- (D) To receive funding for a retrofit, a fleet owner/operator must have ~~all engines in the fleet~~ the retrofitted vehicle that ~~are~~ is eligible for a low NOx software upgrade (reflash) reflashed within 60 days of receipt of payment. The fleet owner/operator may self-certify to the air district that the reflash has been performed by submitting receipts of reflash completed or a picture of the "Low NOx Reflash Label" from the reflashed engine to the air district. Most HHD, and some MHD engines manufactured between 1993 through 1998 are eligible for reflash. A list of engines eligible for reflash is available at: <http://www.arb.ca.gov/msprog/hdsoftware/hdsoftware.htm>.

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E. Funding Eligibility for Projects Subject to In-Use Regulations

Most on-road vehicles are subject to an in-use regulation. Funding is available for emissions reductions that are early or extra to regulatory requirements. In addition, fleets that have achieved compliance with the final regulatory deadline may be eligible for funding. For detailed information on eligible emissions reductions and calculation methodology, please see the 2011 on-road supplemental guidance located at: <http://www.arb.ca.gov/msprog/moyer/guidelines/current.htm>.

1. Drayage Trucks

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2. Private Fleets (Statewide Truck & Bus Regulation)

For vehicles that are subject to the Statewide Truck & Bus Regulation (Regulation), the following final funding deadlines apply. Please note that the following sections include final funding dates for all engine model years. The actual final funding date for specific projects will vary depending on fleet size, regulatory compliance status, GVWR, engine model year, pollutant type, and other factors.

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- (E) Log Trucks: Log trucks as defined in California Code of Regulations, title 13, section 2025(d)(39) are eligible for funding through January 1, 2020. Funding for log trucks must be provided no later than three years before the applicable compliance deadline. Log truck fleets do not have a fleet size eligibility limit for funding. No more than 10 log trucks under common ownership may be funded per year.

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